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ing and thoroughly live topic of the law. The fault is one easily remedied in the future editions which the other merits of the book are bound to insure.

Jackson E. Reynolds.

FEDERAL TRADE COMMISSION MANUAL. By RICHARD S. HARVEY and ERNEST W. BRADFORD. Washington, D. C.: JOHN BYRNE & Co. 1916. pp. ix, 457.

In order to understand the nature and value of the "Federal Trade Commission Manual", it is necessary to have a somewhat detailed statement of its contents. The first half of the book is devoted to a discussion and interpretation of the Federal Trade Commission act, and the Clayton law. Following this there are successively: the rules of practice of the Federal Trade Commission, suggested forms for use in practice before the commission; the Federal Trade Commission act; the Clayton law; the Sherman anti-trust law; relevant portions of the Wilson Tariff law; the statute creating the bureau of corporations; the provisions of the federal constitution applicable to anti-trust laws; the portion of the Sundry Civil act relating to the non-prosecution of labor and agricultural organizations, statutory immunity provisions; provisions of the federal judicial code applicable; anti-monopoly provisions of the Panama Canal act; the tentative forms of the Sherman law; the act to expedite anti-trust cases; the several reports of the Senate Interstate Commerce committee of 1913, together with the committee's proposed Trade Commission bill; senate report upon the history of injunctions, with remarks on existing law and practice; and the Interstate Commerce act. Finally there are memoranda of the cases instituted by the federal government under the anti-trust laws, revised to October 15, 1915, which contain the name of each case, the time when started, the object, and the measure of success obtained. Many cases are given which have not found their way into the judicial reports.

While a discussion of the points of law involved would be helpful, that is not within the scope of this manual, and the fact remains that this list of cases will prove valuable, to any one desiring to know the history of the anti-trust prosecutions. There are many commendable features about the manual. The style is clear and concise, and the work is enlivened by many striking phrases and telling figures of speech. The authors have a thorough knowledge of the history of politics and economics, which they use most helpfully.

Dean Wigmore, in the preface to the supplement to his epoch-making treatise on evidence says, "For ten and twenty years past there have been at the service of the profession some half a dozen legal periodicals, publishing the weightiest critiques of current legal problems. There is nothing in judicial opinion to show that these articles have ever been read; apparently their great labor and acute skill have been wasted on the judges". This labor and skill has also been wasted on many text-book writers. It is submitted that reviewers of law-books should in practically every instance state whether, or not, this most valuable source of material has been utilized. However, this manual, in addition to the citation of several law review articles, has a bibliography in the preface, and many references throughout the text to widely scattered sources of material, including even the statutes of several other countries. The authors in some cases do

not merely cite the leading authorities, but quote their views at length. There is little criticism of the book so far as matters of form are concerned. That considerable care has been used is shown by the facts that duplicate citations of cases are uniformly given, and that quotations are set off from the body of the text. Time could have been saved by placing at the top of each page of the text of the Federal Trade Commission act, the Clayton law, and the Interstate Commerce act some indication of the sections printed on that page. The idea of having a black-letter catch-word at the beginning of a paragraph, giving the gist of that paragraph is to be commended. To return to things more vital, the order and analysis are excellent. The distinctions between the Federal Trade Commission act and the Clayton law are carefully pointed out, and there is practically a complete construction of each statute, except when there is not a sufficient foundation for construction, in which case it is left for the future decision of the courts. Several parts of the manual are especially good; the history of the Sherman law, the discussion concerning the application of anti-trust laws to labor unions, and the chapter entitled, "Unfair trading in relation to trade-marks and trade-names". In this last mentioned chapter, many illustrative cases render the text extremely clear. Throughout the entire work, there is no attempt to be pedantic. The book is just what it appears to be; a plain common sense treatment of the subject for practical use.

Dewitt B. Wyckoff.

SHIPPERS AND CARRIERS OF INTERSTATE AND INTRASTATE FREIGHT. Second Edition. By EDGAR WATKINS, LL.B. Atlanta: THE HARRISON COMPANY. 1916. pp. cxv, 1057.

The enormous increase in corporate organization of business enterprises during the last half-century has in no field given rise to more perplexing problems of governmental regulation and control than in the domain of transportation. The complicated interplay of opposing interests, the constant clash of private property rights with the requirements of public policy together with the vast sums invested in the business of common carriage and the enormous amount of freight and passenger traffic handled by these enterprises, present some of the most difficult and pressing questions of modern legal and economic policy. The restraints imposed upon common carriers by the common law having proved inadequate to the requirements of modern industrial organization, resort was had a decade or two ago, to direct legislative enactment of complicated regulations and even of rate schedules for public service enterprises. But legislatures generally proved so lacking a knowledge of actual conditions in the business they attempted to control, that this method proved unsatisfactory, especially since many of the statutes so enacted were declared confiscatory and unconstitutional by the courts. Resort was therefore had to the third method of regulation, namely, the delegation of legislative power to commissions, both state and federal. Through a development of this system the solution of the problem will apparently be reached.

The rapidity with which commission control of common carriers is being developed is strikingly illustrated by the differences between the first and second editions of Mr. Watkins' work on Shippers and Carriers representing the advances in this field during the last seven years. The first edition published in 1909 contained 578 pages with a